TIME IS IMPORTANT
Take TIME to be SAFE

TRAINMASTERS

A. L. ROBERTSON	8th Street Yard
W. E. CRAIG	Baldwin Park
D. F. HOUSTON	Culver City

ASSISTANT TRAINMASTERS

J. BROCK	Long Beach
E. W. DANIGER	Los Nietos
C. J. THOMAS	8th Street
S. W. BULLOCK	8th Street
T. V. HOYLE	8th Street
F. A. GROFTHOLDT	8th Street

ASSISTANT TRAINMASTER-DIVISION EXAMINER

R. C. SNYDER	Los Angeles

ROAD FOREMAN OF ENGINES

H. G. DOUGLASS	Los Angeles

PACIFIC ELECTRIC RAILWAY COMPANY

TIMETABLE

1

EFFECTIVE SUNDAY, FEBRUARY 21, 1960
AT 12:01 A. M.
PACIFIC STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES

D. R. LEWIS
Vice President and General Manager

D. W. YEAGER
Superintendent

PACIFIC ELECTRIC RAILWAY HOSPITAL ASSOCIATION

(Serving employes of Pacific Electric Railway Company, Harbor Belt Line Railroad and Los Angeles Metropolitan Transit Authority)

Main Offices	924 Pacific Electric Bldg.
	Dr. E. Craig Heringman, Chief Surgeon
Alhambra	Dr. S. D. Puttler
Anaheim	Dr. E. H. W. Kersten
	Dr. Franz Pohl
Arcadia	Dr. H. H. Heidenreich
Balboa	Dr. S. R. Monaco
Baldwin Park	Dr. John B. McQueen
Bell	Dr. Harold F. Oakes
Bellflower	Dr. C. M. Brakensiek
Beverly Hills	Dr. Alfred Lewis
	Dr. Wm. Wanamaker
Brea	Dr. C. Glenn Curtis
Butte St. Yard	Dr. Albert D. Weiser
Claremont	Dr. J. L. Ilsley
	Dr. Morrill L. Ilsley
Colton	Dr. O. J. Johnson
Compton	Dr. John W. Elder
Covina	Dr. A. L. Kobal
Culver City	Dr. Britt Dalby
Eagle Rock	Dr. Alfred D. Trotter
El Monte	Dr. A. F. Sonnenberg
El Segundo	Dr. H. W. Prince
	Dr. M. Wesley Farr
	Dr. Winston K. Williams
El Sereno	Dr. Charles W. Dockham
Fullerton	Dr. Edwin Milligan
Garden Grove	Dr. Robert P. Ralls
Glendale	Dr. Ray E. Cronemiller
Glendora	Dr. T. D. Menser
Hermosa Beach	Dr. J. G. Mearns
Highland Park	Dr. Alfred D. Trotter
Hollywood	Citizens Emergency Medical Group
Huntington Beach	Dr. Robert Shupe
Inglewood	Dr. Daniel Levenson
La Habra	Dr. I. N. Kraushaar
La Verne	Dr. D. St. Clair
Long Beach	Dr. Walter H. Boyd
Monrovia	Dr. W. M. Briggs
Norwalk	Dr. E. O. Lewis
	Dr. Curtis R. Paxman
Ocean Park	Dr. Daniel T. Weston
	Dr. Albert C. Zahn
Orange	Dr. A. J. Nies
Pasadena	Dr. F. S. Newcomb
Pomona	Dr. D. St. Clair
Redlands	Dr. H. A. Hill
Redondo Beach	Dr. E. G. Butt
Rialto	Dr. W. S. Cherry
Riverside	Dr. T. A. Card
	Dr. Cecil J. Lord
San Bernardino	Dr. A. L. Haenzel
San Fernando	Dr. A. Alfred Mekelburg
San Gabriel	Dr. G. G. Dollinger
San Pedro	Dr. C. J. Ryan
	Drs. R. O. and J. L. Bloch
	Dr. M. E. Wilmoth
Santa Ana	Dr. D. S. Ascher
	Dr. Alfred Carney
Sierra Vista	Dr. Charles W. Dockham
Sierra Madre	Dr. Thomas A. Wynne
South Gate	Dr. Ervin Dreher
South Pasadena	Dr. Albert Supple
	Dr. Charles W. Dockham
Sunland	Dr. B. M. Mahowald
Sunset Beach	Dr. Robert Q. Shupe
Temple City	Dr. Charles Googooian
	Dr. Paul W. Tully
Torrance	Dr. C. E. Easley
	Dr. J. W. Beemon
Upland	Dr. J. B. Craig
Van Nuys	Dr. A. Alfred Mekelburg
Watts	Dr. Ervin Dreher
	Dr. Kathleen Jones-King
West Hollywood	Citizens Emergency Medical Group
West Los Angeles	Dr. Britt Dalby
	Dr. C. R. Wylie
Westminster	Dr. R. I. Johnson
Whittier	Dr. Gerald H. Evers
Wilmington	Dr. G. H. Quillen

GENERAL HOSPITAL..............Santa Fe Hospital, Los Angeles

In case of emergency contact Doctor—MAdison 7-1623 or MAdison 4-6161—Station 22261

AMBULANCE SERVICE IN LOS ANGELES:

Schaefer's Ambulance Service................HOllywood 5-3121

SOUTHERN DISTRICT:

Schaefer's Ambulance Service..................PLeasant 8-1196

LOCATIONS OF STANDARD CLOCKS

Baldwin Park
Butte Street Yard Office
Culver Jct.
Dispatchers' Office, 298 P. E. Bldg.
Eighth St. Yard Office
El Segundo
Graham Yard
Los Nietos Yard
San Bernardino Yard
State St. Yard Office
Torrance
West Hollywood

WATCH INSPECTORS

C. D. Fabrin, Manager of Time Service, 65 Market St., San Francisco

Alhambra	H. E. Wellman, 28 East Main St.
Colton	Miller's Jewelers (J. A. McDonald). 152 N. 8th St.
Compton	Finley's Jewlery Store, 182 E. Compton Blvd.
Covina	J. Howard Boal, Jeweler, 236 N. Citrus Ave.
El Monte	Lawson's, 304 W. Valley Blvd.
El Segundo	Kile's Watch Shop, 126 W. Grand Ave.
Glendale	Parr's, J. J. Seltzer, 103 E. Broadway
Hollywood	Carl Kimmel, 7558 Sunset Blvd.
Huntington Beach	Geo. Jack—Jack's Jewelers, 114 Main St.
Inglewood	D. L. McNeil, 134 No. Market St.
Long Beach	C. C. Lewis Jewelry Co., 333 Pine Ave.
Los Angeles	G. D. Davidson Co., 445 So. Spring St.
	Merit Watch Co., 919 P. E. Bldg.
Monrovia	Box Jewelers, 518 W. Myrtle
Ocean Park	B. Rubenfeld, 2917 Main Street
Pasadena	J. H. Hall, 420 E. Colorado St.
Pomona	W. R. Parsonage, 196 W. 2nd St.
	L. A. Morrison, 146 W. Holt Ave.
Redlands	H. S. Smith, 30 E. State St.
San Bernardino	Olsen's Jewelry, 317 "E" St.
San Pedro	Perham's M. McNutt, 273 West 6th St.
Santa Ana	Ewert's 113 W. 4th St.
Santa Monica	N. W. Burbar, 1327 3rd St.
Temple City	Fitzjohn Jewelers, 9557 E. Las Tunas Drive
Torrance	Howard's Jewelers, 1321 Sartori Ave.
Van Nuys	Berggren Jewelers, 6410 Van Nuys Blvd.
Watts	H. Schwartz, 1758 E. 103rd St.
Wilmington	C. M. Wright, 736 No. Avalon Blvd.

NORTHERN DISTRICT

Capacity of sidings	EAST-WARD Miles from State St.	Timetable No. 1 February 21, 1960 STATIONS	Station Number	WEST-WARD Miles from San Bernardino
Yard Limits BKYP	0.0	**STATE ST.**	1205	54.3
		8.1		
39	8.1	**ROSEMEAD**	1215	46.2
		2.1		
P	10.2	**EL MONTE**	1217	44.1
		3.2		
86	13.4	**FOSTER**		40.9
		2.0		
60 Yard Limits BKP	15.4	**BALDWIN PARK**	1221	38.9
		0.4		
	15.8	**ORANGE AVE. JCT.**		38.5
		1.2		
	17.0	**LATEEN**		37.3
		2.0		
P	19.0	**COVINA**	1225	35.3
		3.5		
	22.5	**LONE HILL**		31.8
		0.9		
	23.4	**SAN DIMAS**	1230	30.9
		2.5		
19 P	25.9	**LA VERNE**	1232	28.4
		1.5		
	27.4	**POMONA**	1233	26.9
		1.2		
19 P	28.6	**BERKELEY**		25.7
		4.4		
18	33.0	**UPLAND**	1239	21.3
		3.4		
37	36.4	**ALTA LOMA**	1243	17.9
		2.4		
	38.8	**GRAPELAND**	1245	15.5
		2.0		
	40.8	**ETIWANDA**	1247	13.5
		5.4		
	46.2	**FONTANA**	1253	8.1
		3.9		
17	50.1	**RIALTO**	1256	4.2
		4.2		
Yard Limits BKDYP	54.3	**SAN BERNARDINO**	61	0.0

	Capacity of sidings	EAST-WARD Miles from San Bernardino	Timetable No. 1 February 21, 1960 CORONA BRANCH STATIONS	Station Number	WEST-WARD Miles from Corona
Yard Limits	BKDYP	0.0	**SAN BERNARDINO**	61	24.4
			2.9		
	P	2.9	**COLTON**	64	21.5
			0.7		
	P	3.6	**CONGRESS**	65	20.8
			0.6		
		4.2	**SARB**	66	20.2
			2.6		
		6.8	**HIGHGROVE**	67	17.5
			3.1		
		9.9	**RIVERSIDE JCT.**	70	14.5
			10.5		
		20.4	**MAY**		4.0
			3.5		
		23.9	**ARLINGTON**	79	7.5
			6.0		
		22.9	**PORPHYRY**		1.5
			1.5		
		24.4	**CORONA**	86	0.0

Track between Colton and Riverside Jct. jointly used by SP and PERy.

Track between Riverside Jct. and May jointly used by PE and AT&SFRy. Movements controlled by interlocking and absolute signals.

ADDITIONAL STATIONS

NAME	Station Number
San Bernardino Line	
Lincoln Park	1207
Monterey Park	1210
Azusa Ave.	1224
Charter Oak	1228
Claremont	1235
Orange Heights	1237
Corona Branch	
Hole Ranch	80
Pierce	81

NORTHERN DISTRICT

Timetable No. 1
February 21, 1960

AZUSA BRANCH

Capacity of sidings	EASTWARD Miles from Orange Ave. Jct.	STATIONS	Station Number	WESTWARD Miles from Rivas Jct.
P	0.0	ORANGE AVE. JCT.		4.0
Yard Limits P	0.3	0.3 CYPRESS	420	3.7
	2.6	2.3 KINCAID		1.4
Yard Limits	4.0	1.4 RIVAS JCT.	1324	0.0

Timetable No. 1
February 21, 1960

MONROVIA BRANCH

Capacity of sidings	EASTWARD Miles from Arcadia	STATIONS	Station Number	WESTWARD Miles from Azusa
Yard Limits	0.0	ARCADIA	1132	7.4
	2.0	2.0 MONROVIA	1130	5.4
	3.9	1.9 DUARTE	1126	3.5
	6.0	2.1 RIVAS JCT.	1324	1.4
P	7.4	1.4 AZUSA	1325	0.0

Timetable No. 1
February 21, 1960

ARROWHEAD SPRINGS BRANCH

Capacity of sidings	EASTWARD Miles from San Bernardino	STATIONS	Station Number	WESTWARD Miles from Arrowhead Springs
Yard Limits BKDYP	0.0	SAN BERNARDINO	61	7.3
	4.7	4.7 40th STREET		2.5
	7.3	2.6 ARROWHEAD SPRINGS	165	0.0

Timetable No. 1
February 21, 1960

BASSETT BRANCH

Capacity of sidings	EASTWARD Miles from Baldwin Park	STATIONS	Station Number	WESTWARD Miles from Bassett
Yd. Limits	0.0	BALDWIN PARK	1221	3.6
	3.6	3.6 BASSETT	1925	0.0

Timetable No. 1
February 21, 1960

REDLANDS BRANCH

Capacity of sidings	EASTWARD Miles from San Bernardino	STATIONS	Station Number	WESTWARD Miles from Redlands
Yard Limits BKDYP	0.0	SAN BERNARDINO	61	7.1
	2.5	2.5 NORTON AIR BASE	164	4.6
	4.6	2.1 MARIGOLD	166	2.5
	6.1	1.5 CROWN JEWELL	167	1.0
	7.1	1.0 REDLANDS	168	0.0

SOUTHERN DISTRICT

Timetable No. 1
February 21, 1960

Limits	Capacity of sidings	EAST-WARD Miles from Los Angeles	STATIONS	Station Number	WEST-WARD Miles from Wilmington	Track
Yd. Limits	BKP	0.0	8th ST. LOS ANGELES	0	20.0	Double Track
			1.1			
	IP	1.2	AMOCO	2	18.8	
			1.7			
Yard Limits	IPY	2.9	SLAUSON	3	17.1	
			3.3			
Yard Limits	IP	6.2	WATTS	6	13.8	
			3.3			
Yard Limits	P	9.5	COMPTON	9	10.5	
			2.4			
	IP	11.9	DOMINGUEZ	12	8.1	
			2.2			
Yard Limits	P	14.1	DOLORES	14	5.9	
			1.7			
	BP	15.8	WATSON	16	4.2	
			1.4			
	P	17.2	THENARD	17	2.8	
			0.5			
	YIP	17.7	FLINT JCT.		2.3	
			0.2			
	Y	17.9	EAST WILMINGTON JCT.	19	2.1	
			2.1			
	BKDP	20.0	WILMINGTON (PIER A)		0.0	

Timetable No. 1
February 21, 1960

LONG BEACH BRANCH

Limits	Capacity of sidings	EAST-WARD Miles from East Wilmington Jct.	STATIONS	Station Number	WEST-WARD Miles from Long Beach	Track
Yd. Limits		0.0	EAST WILMINGTON JCT.	219	2.7	Double Track
			0.3			
	YI	0.3	PIONEER JCT.		2.4	
			1.6			
Yd. Limits		1.9	GASPUR		0.8	
			0.8			
	BKP	2.7	LONG BEACH	220	0.0	

Timetable No. 1
February 21, 1960

EAST LONG BEACH BRANCH

Limits	Capacity of sidings	EAST-WARD Miles from Dominguez	STATIONS	Station Number	WEST-WARD Miles from East Long Beach
	IP	0.0	DOMINGUEZ	12	6.9
			1.7		
	IP	1.7	COTA		5.2
			2.5		
Yd. Limits	P	4.2	NORTH LONG BEACH	316	2.7
			2.7		
		6.9	EAST LONG BEACH	319	0.0

Timetable No. 1
February 21, 1960

YORBA LINDA BRANCH

Limits	Capacity of sidings	EAST-WARD Miles from Slauson	STATIONS	Track	Station Number	WEST-WARD Miles from Yorba Linda
Yd. Limits	IPY	0.0	SLAUSON	D. T.	3	26.3
			0.3			
	P	0.3	HOLMES			26.0
			1.8			
Yd. Limits	P	2.1	FRUITLAND			24.2
			0.9			
	P	3.0	BELL			23.3
			1.2			
Yard Limits	P	4.2	JUNCTION TRANSFER		806	22.1
			0.5			
Yd. Limits	P	4.7	WALKER		807	21.6
			1.1			
	P	5.8	LAGUNA		809	20.5
			3.7			
Yard Limits	IP	9.5	LOS NIETOS JCT.		813	16.8
			0.7			
	P	10.2	SANTA FE SPRINGS			16.1
			1.1			
		11.3	VALLA		915	15.0
			2.6			
		13.9	COLIMA		917	12.4
			2.7			
		16.6	DESMOINES		919	9.7
			1.3			
	P	17.9	LA HABRA		921	8.4
			0.3			
		18.2	LAON JCT.			8.1
			2.5			
		20.7	BREA		924	5.6
			2.2			
		22.9	BREA CHEM		926	3.4
			3.4			
	P	26.3	YORBA LINDA		929	0.0

ADDITIONAL STATIONS

NAME	Station Number
Butte Street Yard	1
Wingfoot	3
Nadeau	4
Graham Yard	5
Abila	6
Carson	10
Ocean View Siding	13

SOUTHERN DISTRICT

Timetable No. 1

February 21, 1960

WHITTIER BRANCH

Capacity of sidings	EASTWARD Miles from Santa Fe Springs	STATIONS	Station Number	WESTWARD Miles from Whittier
Yd. Limits	0.0	SANTA FE SPRINGS		2.1
		2.1		
P	2.1	WHITTIER	815	0.0

Timetable No. 1

February 21, 1960

FULLERTON BRANCH

Capacity of sidings	EASTWARD Miles from Laon Jct.	STATIONS	Station Number	WESTWARD Miles from Fullerton
Yd. Limits	0.0	LAON JCT.		5.1
		5.1		
	5.1	FULLERTON	1026	0.0

Timetable No. 1

February 21, 1960

WEST SANTA ANA BRANCH

Capacity of sidings	EASTWARD Miles from Watts	STATIONS	Station Number	WESTWARD Miles from West Santa Ana
Yard Limits IP	0.0	WATTS	6	24.3
		0.7		
	0.7	SOCORRO		23.6
		1.5		
	2.2	LYNWOOD	408	22.1
		3.3		
I	5.5	PARAMOUNT	412	18.8
		0.8		
	6.3	KLONDIKE		18.0
		1.6		
Yd. Limits P	7.9	BELLFLOWER	414	16.4
		3.0		
	10.9	ARTESIA	417	13.4
		3.1		
	14.0	CYPRESS	420	10.3
		3.2		
Yard Limits P	17.2	STANTON	423	7.1
		3.7		
Yard Limits P	20.9	GARDEN GROVE	427	3.4
		3.4		
Yard Limits	24.3	WEST SANTA ANA	428	0.0

Timetable No. 1

February 21, 1960

COSTA MESA BRANCH

Capacity of sidings	EASTWARD Miles from South Santa Ana	STATIONS	Station Number	WESTWARD Miles from Costa Mesa
Yd. Limits	0.0	SOUTH SANTA ANA	439	2.3
		2.3		
	2.3	COSTA MESA	442	0.0

Timetable No. 1

February 21, 1960

HUNTINGTON BEACH BRANCH

Capacity of sidings	EASTWARD Miles from Stanton	STATIONS	Station Number	WESTWARD Miles from Huntington Beach
Yard Limits P	0.0	STANTON	423	10.9
		0.2		
	0.2	LOS ALAMITOS JCT.		10.7
		4.3		
	4.5	LOS ALAMITOS	528	14.8
		7.4		
	3.5	WESTMINSTER	527	7.4
		2.1		
	5.6	SMELTZER	529	5.3
		1.0		
	6.6	WINTERSBURG	530	4.3
		4.3		
P	10.9	HUNTINGTON BEACH	332	0.0

Timetable No. 1

February 21, 1960

NEWPORT BRANCH

Capacity of sidings	EASTWARD Miles from Dow	STATIONS	Station Number	WESTWARD Miles from Newport
Yard Limits	0.0	DOW	322	14.2
		0.5		
	0.5	SEAL BEACH	323	13.7
		3.1		
	3.6	LOS PATOS	326	10.6
		5.3		
	8.9	HUNTINGTON BEACH	332	5.3
		5.3		
	14.2	NEWPORT	337	0.0

SOUTHERN DISTRICT

EAST-WARD			Timetable No. 1 February 21, 1960 ORANGE BRANCH		WEST-WARD
	Capacity of sidings	Miles from Marlboro	STATIONS	Station Number	Miles from Orange
Yd. Limits		0.0	MARLBORO	1737	1.8
			1.8		
	P	1.8	ORANGE	1735	0.0

EAST-WARD			Timetable No. 1 February 21, 1960 EL SEGUNDO BRANCH		WEST-WARD
	Capacity of sidings	Miles from El Segundo	STATIONS	Station Number	Miles from Watts
Yd. Limits	IP	0.0	WATTS	6	11.0
			0.9		
	P	0.9	CENTRALIA	7	10.1
			1.4		
	P	2.3	SOUTH LOS ANGELES	708	8.7
			0.9		
		3.2	DELTA	609	7.8
			2.1		
Yd. Limits	P	5.3	CYPAVE	611	5.7
			1.5		
	P	6.8	HAWTHORNE	612	4.2
			1.6		
Yd. Limits	IP	8.4	WISE	614	2.6
			0.6		
	P	9.0	WISE TRANSFER	615	2.0
			2.0		
		11.0	EL SEGUNDO	617	0.0

EAST-WARD			Timetable No. 1 February 21, 1960 TORRANCE BRANCH		WEST-WARD
	Capacity of sidings	Miles from South Los Angeles	STATIONS	Station Number	Miles from Wilmington Road
	P	0.0	SOUTH LOS ANGELES	708	15.0
			0.7		
		0.7	ATHENS	709	14.3
			3.0		
		3.7	GARDENA	712	11.3
			0.5		
Yard Limits	P	4.2	HERMOSILLO	713	10.8
			3.3		
	P	7.5	DOLANCO JCT.	715	7.5
			1.1		
	BP	8.6	TORRANCE	716	6.4
			3.5		
		12.1	HARBOR CITY	719	2.9
			2.9		
	P	15.0	WILMINGTON ROAD	722	0.0

WESTERN DISTRICT

Timetable No. 1

February 21, 1960

Capacity of sidings	EASTWARD Miles from Los Angeles	STATIONS	Station Number	WESTWARD Miles from Santa Monica
Yard Limits BKP	0.0	LOS ANGELES (8th ST.)	0	15.5
		1.2		
IP	1.2	AMOCO		14.3
		0.1		
P	1.3	NEVIN		14.2
		0.4		
P	1.7	HOOPER		13.8
		1.2		
Yd. Limits P	2.9	JEFFERSON SIDING		12.6
		0.3		
P	3.2	GRAND AVE.		12.3
		3.0		
Yard Limits P	6.2	ELEVENTH AVE.		9.3
		2.5		
Yd. Limits P	8.7	SENTOUS	1409	6.8
		1.0		
BKP	9.7	CULVER CITY	1410	5.8
		1.1		
P	10.8	PALMS		4.7
		1.5		
Yd. Limits P	12.3	TALAMANTES		3.2
		0.4		
P	12.7	HOME JCT.		2.8
		1.1		
Yd. Limits P	13.8	BERGAMOT	1412	1.7
		0.8		
	14.6	SUNSET		0.9
		0.9		
P	15.5	SANTA MONICA	1416	0.0

ADDITIONAL STATIONS

NAME	Station Number
Santa Monica Line	
Butte Street Yard	1
Cienega	1406

Timetable No. 1

February 21, 1960

ALLA BRANCH

Capacity of sidings	EASTWARD Miles from Culver Jct.	STATIONS	Station Number	WESTWARD Miles from Inglewood
Yard Limits P	0.0	CULVER JCT.	1410	8.8
		1.6		
	1.6	ELENDA		7.2
		2.5		
	4.1	ALLA	1514	4.7
		2.9		
	7.0	OCEAN PARK	1517	7.3
		3.8		
	5.3	ALSACE	1515	3.5
		3.5		
	8.8	INGLEWOOD	1518	0.0

Timetable No. 1

February 21, 1960

HOLLYWOOD BRANCH

Capacity of sidings	EASTWARD Miles from Talamantes	STATIONS	Station Number	WESTWARD Miles from Hollywood
Yard Limits P	0.0	TALAMANTES		8.1
		1.1		
	1.1	WEST LOS ANGELES	1613	7.0
		0.5		
	1.6	WESTWOOD SIDING		6.5
		2.5		
Yard Limits	4.1	BEVERLY HILLS	1617	4.0
		1.5		
BKP	5.6	WEST HOLLYWOOD (D.T.)	1619	2.5
		2.5		
P	8.1	HOLLYWOOD (D.T.)	1621	0.0

RULE A. Employes must know that they have a copy of Rules and Regulations of the Transportation Department effective September 1, 1959.

S-88. At meeting points eastward trains must take siding or clear main track, unless otherwise provided.

RULE M. Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearances exist, and that they must protect themselves from injury. See list of impaired clearances on main track and sidings.

There are numerous other structures with impaired clearance on yard and station tracks on the railroad, and employes must be familiar with their location and avoid personal injury.

MISCELLANEOUS

1. Movements on or across city streets are subject to traffic stop signs or city traffic signals when in operation, unless otherwise provided.

2. The following rules 10-G, 10-H, Form Y train orders, 10-I, 10-J, 15, 19, 21-C, 22, 26, 93, 99-C, 103-A and 535 are revised to read as follows:

RULE 10-G. When an unattended red flag or red light is displayed to the right of main track in direction of approach, train, after stopping, must be preceded for a distance of one-half mile from point where signal is displayed, by a flagman who must carefully examine track and structures.

RULE 10-H. When a yellow signal is required it will be displayed to the right of track in direction of approach, one-half mile from structure or track over which speed of trains must be restricted. Where two or more main tracks are affected the signal will be displayed for each track the same as if it were a single track.

Trains must not exceed the speed specified by train order, or timetable bulletin, or restricted speed if no different speed is specified, while passing over the structure or track affected, until the rear of train clears the restricted limit.

Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or timetable bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed restricted speed thereover. When yellow signals are displayed and the speed is not specified by train order or timetable bulletin, trains must proceed expecting to find unattended red signal that may be displayed one-half mile beyond the yellow signal.

A green signal will be displayed to the right of each track at the limit of restriction, and trainman will give signal 12(c) after rear of train has passed it.

A yellow flag by day and a yellow light by night may be displayed on speed sign post to direct attention to figures on speed sign, and will not be considered a yellow signal as prescribed by this rule.

FORMS OF TRAIN ORDERS
Y
CONDITIONAL STOP SIGN ORDER

Proceed with caution between MP 7 and MP 9 (or between stations where no mile post) from 8:01 AM until 3:30 PM, prepared to stop short of an unattended red flag. Revised Rule 10-I will apply.

RULE 10-I. Yellow "PROCEED PREPARED TO STOP" signs will be displayed one-half mile instead of one mile in advance of red "CONDITIONAL STOP" sign.

RESTRICTED SPEED MUST NOT BE EXCEEDED UNLESS FOREMAN ORALLY AUTHORIZES A DIFFERENT SPEED.

YELLOW PROCEED PREPARED TO STOP SIGNS ARE DISPLAYED ONE-HALF MILE IN ADVANCE OF RED CONDITIONAL STOP SIGNS.

When Form Y train order is required, foreman in charge of work must notify train dispatcher in writing furnishing location, time and date such protection is desired. After train order has been issued to all trains, train dispatcher will advise foreman the time that train order is in effect.

This order will remain in effect for the time and date specified therein unless cancellation is received by train dispatcher from foreman. However, when yellow "PROCEED PREPARED TO STOP" or red "CONDITIONAL STOP" signs are displayed and Form Y train order is not in effect or has not been received, such signs must be respected in accordance with Rule 10-I the same as if the train order was in effect or had been received.

At locations specified in this form of train order, MofW&S employes are not required to provide flag protection for roadway equipment or track and Rules 10-G and 10-H will not apply.

RULE 10-J. Speed signs that prescribe reduction in speed will be located one-half mile instead of three-fourths mile from initial point of restriction.

RULE 15. The explosion of torpedoes will be a signal to proceed with caution for one-half mile instead of one mile or, if exploded in the vicinity of the yellow signal, to proceed expecting to find an unattended red signal displayed one-half mile instead of one mile beyond.

RULE 19. A train not equipped to display the prescribed markers, will display to the rear a red flag by day and an oil burning red light by night to indicate the rear of the train.

RULE 21-C. The last paragraph is revised to read as follows: Indication shall be displayed on the front of every extra train, and engine number shall be left in indicators at all times.

RULE 22. The first paragraph is revised to read as follows: When two or more engines in service are coupled on the head end of a train the leading engine indication will govern.

RULE 26. Add: Reflectorized Blue (MEN AT WORK) signs have been provided for Mechanical employes at BUTTE STREET and SAN BERNARDINO.

RULE 93: Add:

Trains and engines must move with caution not exceeding 15 MPH on all tracks other than main track and must move with caution on main track within yard limits, except where movements are governed by block signal indication.

RULE 99-C. The second paragraph will apply on all districts.

RULE 103-A. First paragraph is revised to read:

Before kicking or dropping cars over a public crossing not protected by a watchman, a member of the crew must take position at the crossing to afford protection to traffic while movement is being made.

RULE 105. Capacity of sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points, in addition to one engine and caboose.

RULE 535. That part reading:
A spring switch will be distinguished by a target bearing the letters "SS" is revised to read as follows:

Spring switches, when equipped with targets or lights, will show yellow when the switch is in normal position and red when the switch is not in normal position; spring switches, except those equipped with an oil buffer, may be trailed when in either position.

GENERAL REGULATIONS

Conductors and engineers must be qualified and shall not be required to perform service over lines on which they have not operated within the past twelve months' period without first making a student trip thereover.

When moving against current of traffic, or when movement is not protected by block signals, unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

RULE 825. When trains or yard drags are left standing in yards, a sufficient number of hand brakes must be set on the lower end to properly secure cars.

At State St., Cypress, San Bernardino, Colton, Graham and El Segundo Yards, not less than six hand brakes must be set. When less than six cars all hand brakes must be set.

When necessary to release hand brakes to move a portion of the cars the same number of brakes must be set on remaining cars.

Conductor will be held responsible for compliance with the above, unless relieved by yardmaster or his representative, who must identify himself and be present at the train on which brakes are to be applied when train crew leaves it.

RULE 873. Sanders must not be operated between interlocking signals governing movement over dual control or power operated switches.

AIR BRAKE RULES

RULE 23. Gondola cars SP 345000 to 345599 are equipped with air brake system which has automatic changeover feature to provide proper brake function when car is loaded and when empty. Before leaving station or point where such cars have been added to the consist or where crews are changed the outgoing engineer must actuate the automatic changeover feature by reducing brake pipe pressure to below 30 pounds whether cars are loaded or empty.

RULE 25. Trainmen must not couple air hoses on outgoing trains until train is made up and caboose and engine is on train. Coupling engine on head end and caboose to rear of train is an indication that train is made up and switching has been completed.

Trainmen must not perform switching on, or couple other cars to a train on which the caboose and engine has been attached, without instructions from yardmaster, who will arrange to notify members of train crew in advance.

RULE 33. Maximum tonnage per operative brake is as follows:

Between all points....................84½ tons

MISCELLANEOUS

Helper engines must not be placed behind wooden underframe equipment.

Helper engines consisting of not more than two units may be placed behind caboose.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

Dead engines weighing 150,000 pounds or more will be placed either first behind engine handling train or behind first car if loaded; dead engines weighing less than 150,000 pounds must be placed near rear.

After diesel engine is started when full main reservoir pressure has been obtained and diesel engine brake test made, diesel engine may be moved at low throttle range to head end and attached to train. The time required to pump up the air on train will serve as part of the period required to idle diesel engine until water temperature is the correct degree.

When diesel engines are on spot for one hour or less, engine must not be stopped but will be permitted to idle.

When diesel engine is derailed attempt to rerail it must not be made unless an officer or supervisor of the Mechanical Department (or in their absence other qualified officer) is present.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

State Street
Baldwin Park to Bassett
Cypress
San Bernardino
San Bernardino to Arrowhead
San Bernardino to Redlands
San Bernardino to Riverside Jct.
Arlington to Corona
Azusa to Arcadia

Colton: Assigned hours of operation for crews on the SPCo Riverside Branch are as follows:

SP Crews: 10:00 AM to 12:01 AM, Daily except Monday
Monday 12:01 AM to Tuesday 12:01 AM

PE Crews: 12:01 AM to 10:00 AM, Daily except Monday

If necessary to use main track on the SPCo Riverside Branch, other than the assigned hours, movements must be protected by flagman as prescribed by Rule 99.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

*Upland—AT&SFRy—MP 37
*Grapeland—AT&SFRy—MP 42
*Rialto—AT&SFRy—MP 52

*Must not exceed 15 MPH.

Stop clear of following crossings and send flagman ahead, who must ascertain that no movement approaching on intersecting line before giving signal to proceed:

San Bernardino—"E" St.—AT&SFRy—MP 57
Porphyry—AT&SFRy—1.54 mile west of Corona

RULE 103-A. Mt. Vernon and Rialto Ave. trains pre-empt traffic signals and hold them at flashing red in all directions until train clears crossing.

Trains will approach and proceed across Mt. Vernon Ave. with caution without stopping.

RULE 104. The normal position of rigid switches at junction points is as follows:

Baldwin Park (Bassett Branch) for San Bernardino
Orange Ave. Jct. (Azusa Branch) for San Bernardino
Mountain Ave. for Arcadia
Rivas Jct. for Azusa Branch

RULE 605. INTERLOCKING

Mt. Vernon
El Monte
Riverside Junction

Speed of all trains and engines shall not exceed 20 MPH through interlocking limits.

Mt. Vernon (San Bernardino): Limits extend to interlocking signals on both sides of AT&SFRy. crossing.

Controlled from AT&SFRy West Yard Tower.

When stopped by home signal, be governed by Rule 663-B.

El Monte: Limits extend to Centralized Traffic Control signals each side of SPRR crossing. Controlled by SPCo Train Dispatcher at Los Angeles. Telephone booths located west side of Tyler Ave., and SPRR-PERy crossing, with direct connection to SPCo Train Dispatcher.

Eastward approach signal 131, located east side of Tyler Ave. is two indication Red and Yellow, normal indication Red, will clear to Yellow when eastward home signal is clear. Eastward trains approaching signal 131 will stop west of Tyler Ave., if signal is at STOP position, and a member of the crew will contact SPCo Train Dispatcher by telephone for instructions.

If instructed to proceed, and it is necessary to hand operate a dual control switch, be governed by Rule 772.

Beginning of eastward preliminary circuit for El Monte Centralized Traffic Control is located on main track at the west side of Lexington Ave. Crew switching at El Monte shall use west end of siding and crossover west of Lexington Ave. When necessary to leave the east end of siding, member of crew must contact SPCo Train Dispatcher and inform him of the move to be made.

Movements over AT&SFRy tracks between Riverside Jct. and May are governed by AT&SFRy rules, timetables, special rules and bulletins.

RULE 663(b). When movements are made under the provisions of this rule which involve moving over dual control switches, such switches must be placed in hand position and locked until movement over the switch has been completed. When movement has been completed, switches must be returned to normal position and selector lever restored to motor position and locked.

RULE 680. AUTOMATIC INTERLOCKING

"I" Street
North San Dimas
Kincaid
Euclid Ave.
Claremont
Arcadia

"I" Street, San Bernardino—AT&SFRy Crossing: Limits extend to interlocking signals on each side of AT&SFRy crossing. Signals normally in position for PERy movements. When interlocking signals display STOP indication, Rule 663 will govern.

North San Dimas—AT&SFRy crossing.
Kincaid—AT&SFRy crossing.
Euclid Ave., Upland—AT&SFRy crossing.
Claremont—AT&SFRy crossing.
Arcadia—AT&SFRy crossing.

At each of the above, limits extend to interlocking signals on each side of crossing.

Following special instructions pertain to North San Dimas, Kincaid, Euclid Ave., Claremont and Arcadia:

Switch indicator and derail are located at each side of AT&SFRy tracks. Each derail is equipped with mechanical switchman that can be trailed through. A signal is located at facing point of each derail.

Train desiring to cross the AT&SFRy tracks shall first observe the switch indicator at the derail; if the switch indicator shows clear, trainman shall remove padlock from the groundstand; in 50 seconds the electric lock on the switch stand will release, and the derail shall be thrown, and the signal on the PERy will clear.

If there is a train on the AT&SFRy approach circuit, the switch indicator will indicate STOP. To make crossing movement when switch indicator is at STOP. trainman shall first remove the padlock at the derail, then proceed to crossing to observe that no train is approaching on the AT&SFRy within the limit of his vision. If no train can be observed approaching, he shall then insert key in circuit controller at the crossing, turn key and hold for 10 seconds, which places AT&SFRy signals at STOP; in 5 minutes the PE derail can be reversed and the PE signal will clear for the crossing movement.

However, if a train on the AT&SFRy is observed to be approaching, the key must not be inserted until the train has passed the crossing or has stopped.

After it has been determined that the AT&SFRy train does not intend to make a crossing, the key may be inserted and operation made as described in previous paragraph.

(The electric lock is equipped with two treadles, upper and lower. Upper treadle is depressed to remove padlock. The lower treadle is depressed to unlock the hand operating lever on derail. The upper treadle shall not be depressed except for removing padlock).

NOTE: At Arcadia, switch indicator, electric lock, switch stand, and signal are located to the right of the derail and back of curb.

SPECIAL INSTRUCTIONS—NORTHERN DISTRICT

MISCELLANEOUS

BETWEEN ARROWHEAD SPRINGS AND SAN BERNARDINO

Cars destined for operation on Arrowhead grade will be checked by Mechanical Department before leaving San Bernardino. Maximum piston travel must not exceed 7½ inches. Auxiliary reservoir pipe connections must be tight and not leaking. All retainers will be tested to see if they function properly.

The maximum number of cars, six (6), to be handled in a train descending grade.

When there is a train consisting of less than three (3) loaded cars, an empty car will be added.

Before descending grade, all retainers will be set on high pressure before making brake test and all retainers checked to see that they hold.

After leaving end of line (Arrowhead Springs), in vicinity of highway crossing, and before reaching bridge located approximately 800 feet from end of line, engineer shall make at least a 10-pound reduction on brake pipe and brakeman shall set hand brakes on all cars in train at that time and will tighten hand brakes on subsequent brake application, except where engine is equipped with Operating Dynamic Brake. Brakeman shall make frequent inspection of brakes while en route, checking condition of brake rigging and hand brake.

Speed of train shall not exceed ten (10) miles per hour between end of line (Arrowhead Springs) and bridge, located approximately 800 feet south thereof, and shall not exceed a speed of five (5) miles per hour between bridge mentioned and foot of grade located in vicinity of 40th St.

Hand brakes and retainers shall be released after train has stopped, when reaching foot of grade, and engineer has given signal to release brakes.

No engineer shall be permitted to qualify to operate on Arrowhead Line unless he has had not less than three years actual experience as engineer on this property.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP or Br. No.	Location	Impairment
1.96	Macy St. (Brooklyn Ave.)	Overhead
2.75	State St.	Overhead
3.10	Cornwell St.	Overhead and Side
3.20	Marengo St.	Overhead
3.29	Soto St.	Overhead
3.75	Evergreen	Overhead
4.38	North Herbert St.	Overhead
6.00	Warwick Road	Overhead
6.96	Campbell Ave.	Overhead
7.21	Marguerite Ave.	Overhead
19.60	Cypress Consolidated Rock Gravel Loader	Overhead
	Monrovia Station (Encore Sales Co. Bldg.)	Side
54.17	Meridian St.	Side
54.67	10 inch iron pipe overhead	Overhead and Side
54.68	AT&SFRy overpass	Overhead and Side
61.22	Santa Ana River Bridge (Marigold)	Overhead and Side
	150 feet south of 4th and Sierra Way, San Bernardino, chain link fence	Side
	Arlington to Porphyry	Overhead and Side

SPEED RESTRICTIONS FOR TRAINS: Unless otherwise restricted, maximum speed is 30 MPH, except between MP 6 and MP 18 where maximum speed is 40 MPH.

Speed must be further reduced as prescribed by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

Trains must not exceed:

MPH

15 across Hoyt St., Granada Ave., Lexington Ave., Tyler St., Valley Blvd., Monte Vista and Central, EL MONTE.

20 across Peck Road, EL MONTE.

15 through turnout and around main line curve at east end of San Gabriel River Bridge, BALDWIN PARK.

20 approaching and across San Gabriel River Bridge.

20 across Maine Ave., BALDWIN PARK.

10 through turnout and around main line curve crossing Ramona Blvd., BALDWIN PARK, west of junction with Bassett.

20 between BASSETT and BALDWIN PARK.

20 across Arrow Hwy. (Azusa Branch).

15 descending grades with retainers being used from LA VERNE to COVINA.

20 over street crossings between BALDWIN PARK and LONE HILL.

20 across Lincoln Ave., LA VERNE.

15 through turnout and around main line curve just east of LA VERNE STATION.

20 across all crossings between Fulton Road (POMONA) and Mills Ave. (CLAREMONT), inclusive.

20 across any street or highway within city limits of UPLAND, except between westerly boundary of Euclid Ave., and easterly boundary of Third Ave. speed shall not exceed 10 miles per hour. City limits of UPLAND include Mills Ave. on the west and Grove Ave. on the east.

10 through turnouts when using siding at ETIWANDA.

MPH

25 across crossings in RIALTO not protected by wigwag between Willow Ave. Siding and Bench.

20 across Riverside Ave., RIALTO.

20 between RIALTO and Mt. Vernon Ave., SAN BERNARDINO, during foggy, stormy weather or darkness. This is on account of earth slides caused by heavy rains or irrigation waters.

20 within city limits of SAN BERNARDINO, except as otherwise restricted.

10 eastward entering SAN BERNARDINO YARD, between Rialto Ave. and F Street and 100 feet south of AT&SFRy crossing.

20 between SAN BERNARDINO and ARROWHEAD, except as otherwise restricted.

10 around curves on Highland Ave. at D and B Streets.

5 between ARROWHEAD and 40th ST., westward.

15 around curves at La Quinta and Mill St.

10 over all highway crossings between ALLEN ST. and REDLANDS.

20 across crossings within city limits of MONROVIA except 10 across Myrtle Ave. All trains shall stop where boulevard stop signs are located at Shamrock Ave. and Azusa Ave.

10 across First Ave., ARCADIA.

15 across crossing at URBITA.

20 within city limits of COLTON, except as otherwise restricted.

20 across Iowa Ave., WEST HIGHGROVE.

15 between Grand Blvd. and end of line at CORONA.

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	State Street to Monterey Park	Monterey Park to State Street	Monterey Park to Rosemead	Rosemead to Monterey Park	Rosemead to Covina	Covina to Rosemead	Covina to LaVerne	LaVerne to Covina	LaVerne to Upland	Upland to LaVerne	Upland to Alta Loma	Alta Loma to Upland
DF-300 to 304	4600 to 4623, 4700 to 4703	1200	2400	3700	1200	1100	3750	750	3750	1250	3750	1000	3750
DF-305, 306	4624 to 4633	1200	2400	3700	1200	1100	3750	750	3750	1250	3750	1000	3750
DS-1 to 8	1000 to 1032	900	1800	3600	900	850	2800	625	2800	800	2800	700	2800
DS-9 to 12	1033 to 1090	1025	2100	3600	1100	1000	3350	650	3350	1100	3350	850	3350
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1200	2400	3700	1250	1100	3750	750	3750	1250	3750	1000	3750
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1200	2400	3700	1250	1100	3750	750	3750	1250	3750	1000	3750
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	1200	2400	3700	1250	1100	3750	750	3750	1250	3750	1000	3750

NOMINAL CLASS	ENGINE NUMBERS	Alta Loma to Rialto	Rialto to Alta Loma	Rialto to San Bernardino	San Bernardino to Rialto	Arcadia to Azusa	Azusa to Arcadia	Cypress Yard to Rivas Junction	Rivas Junction to Cypress Yard	Cypress Yard to Bassett	Bassett to Cypress Yard	San Bernardino to 40th Street	40th Street to San Bernardino
DF-300 to 304	4600 to 4623, 4700 to 4703	5400	1850	5400	1050	850	2400	1200	2600	4900	1750		....
DF-305, 306	4624 to 4633	5400	1850	5400	1050	850	2400	1200	2600	4900	1750		....
DS-1 to 8	100 to 1032	3600	1450	3600	775	650	1800	900	2300	3500	1250	*	*
DS-9 to 12	1033 to 1090	4800	1700	4800	900	775	2100	1050	2400	4000	1250	*	*
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	5400	1800	5400	1050	850	2400	1200	2600	4900	1750	*	*
DS-110, 114, 118	1442 to 1463, 1482 to 1513, 1539 to 1550	5400	1800	5400	1050	850	2400	1200	2600	4900	1750	*	*
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	5400	1800	5400	1050	850	2400	1200	2600	4900	1750	*	*

NOMINAL CLASS	ENGINE NUMBERS	40th Street to Arrowhead	Arrowhead to 40th Street	San Bernardino to Redlands	Redlands to San Bernardino	San Bernardino to Congress	Congress to San Bernardino	Congress to Riverside	Riverside to Congress	Corona to Arlington	Arlington to Corona
DF-300 to 304	4600 to 4623, 4700 to 4703	....	....	1000	4500	1600	1250	4000	1300	1350	1350
DF-305, 306	4624 to 4633	....	....	1000	4500	1600	1250	4000	1300	1350	1350
DS-1 to 8	1000 to 1032	*	*	800	4000	1200	1000	4000	650	1050	1000
DS-9 to 12	1033 to 1090	*	*	900	4250	1350	1100	....	....	1150	1200
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	*	*	1000	4500	1600	1250	4000	1275	1350	1350
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	*	*	1000	4500	1600	1250	4000	1300	1350	1350
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	*	*	1000	4500	1600	1250	....	....	1350	1350

*Not permitted to operate, unless authorized by Superintendent.

RULE 14. The use of whistle is prohibited, except in emergency, in Huntington Park between Alameda St. and State St., incl. Whistle may be used to call in flagman.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

Los Angeles (8th St.) to Vernon Ave.
Slauson
Watts
Compton
Dolores to Wilmington (Pier "A")
East Wilmington to Pioneer Jct.
Gaspur to Long Beach
North Long Beach to East Long Beach
Watts to Centralia
Cypave to Hawthorne
Wise to El Segundo
Hermosillo to Wilmington Road
Bellflower to Artesia
Stanton
Garden Grove
West Santa Ana
Stanton to Huntington Beach
Stanton to Los Alamitos
Dow to Newport
Marlboro to Orange
South Santa Ana to Costa Mesa
Slauson to Holmes
Fruitland to Bell
Junction Transfer
Walker to Laguna
Los Nietos Jct. to Valla
Laon Jct. to Fullerton
Santa Fe Springs to Whittier

Anaheim: Assigned hours of operations for crews on the Tustin and Stanton Branches are as follows:

Tustin Branch:
SP crews: 1:00 AM to 8:00 PM
PE crews: 8:00 PM to 1:00 AM

Stanton Branch:
SP crews: 10:00 AM to 10:00 PM
PE crews: 10:00 PM to 10:00 AM

If necessary to use main track on the Tustin or Stanton Branches, other than the assigned hours, movements must be protected by flagman as prescribed by Rule 99.

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

Trains and engines must approach with caution, and may move over following crossings without stopping, if crossing clear and no movement approaching on intersecting line:

*Vernon Ave.—L.A.M.T.A.
**Pacific Blvd. (Huntington Park)—L.A.M.T.A.

*When traffic signals are operating normally, displaying alternate stop or proceed indications on regular cycles, engineer may approach and enter Vernon Avenue at a speed not to exceed ten miles per hour if the traffic signal indicates proceed and the crossing is clear.

If traffic signals are not in full normal operation displaying alternate stop and proceed indications on regular cycles, a safety stop must be made not less than 30 feet nor more than 50 feet from the near rail of the L.A.M.T.A. Lines.

When freight trains are required to make a safety stop, account traffic signals not in full normal operation, engineer will not proceed until proceed signal is received from a member of crew, who shall station himself at the crossing.

Trains do not pre-empt these signals and must not enter circuit except on proceed indication of signals. After train has entered circuit, traffic signal will indicate proceed until train has cleared crossing.

Track circuit, holding signals at proceed indication, extends approximately 25 feet on north and south sides of Vernon Ave.

**Trains on approach will pre-empt traffic signals and hold them in "STOP" position until train clears crossing on far side. Traffic repeater signals are adjacent to PE track on each side of Pacific Blvd. Normal indication dark will present a "RED" indication for approximately 10 seconds on approach of train then clear to "YELLOW". If traffic repeater signals fail to clear to "YELLOW" train shall stop, observe crossing and if crossing is seen to be clear and no conflicting movements train may proceed.

RULE 103-A. Automatic crossing gates:

Following crossings protected by gates with control circuits located within short distance of crossings.

Crews of trains or engines making stop, reverse movements, movements against the current of traffic or from yard tracks over crossings, must know that gates are down and crossings clear of vehicular traffic before entering crossings.

Number	Location
6A-2.76-C	Alameda St. (Clement Jct.)
6L-5.23	Florence Ave.
6L-12.66	Manville St.
6L-13.28	Alameda St.
6L-13.42	Santa Fe Ave.
6L-16.51	Wardlow Road

Trains must stop and traffic on highway be protected by member of the train crew over the following street crossings:

Newport Road	Costa Mesa
Main St.	South Santa Ana
Costa Mesa	Safety stop must be made before crossing Talbert Ave.
208th St. and Normandie Ave.	If signal fail
Philadelphia St.	Whittier

RULE 104. The normal position of rigid switches at junction points is as follows:

North Long Beach	For Long Beach
East Wilmington Jct.	For Dominguez
McFarland and Anaheim	For McFarland Ave.
Harbor Belt Line	Leave as used
South Los Angeles	For Torrance
Torrance	For Harbor City
Santa Fe Springs	For Yorba Linda
Laon Jct.	For Yorba Linda
Los Alamitos Jct.	For Huntington Beach
Huntington Beach	As used

RULE D-251. Trains will run with reference to other trains moving with the current of traffic between Los Angeles, North Long Beach, Centralia, and East Wilmington Jct., without train order authority.

RULE 535. All spring switches in 8th St. Yard and Long Beach Harbor District must be respected as rigid switches.

RULE 605. INTERLOCKING

Amoco
Slauson
Watts
Dominguez
Thenard:
    AT&SFRy Crossing
    Flint Junction
    Pioneer Junction (Long Beach Branch)
    SPCo Crossing, East Wilmington (Long Beach Branch)
    AT&SFRy Crossing (Long Beach Branch)
    UPRR Crossing (Long Beach Branch)
    Perry Ave. Crossing (Long Beach Branch)
Cota—UPRR Crossing (East Long Beach Branch)
Los Nietos Jct.—SPRR Jct.
Wise—AT&SFRy Crossing

INTERLOCKING SIGNAL, REVERSE MOVE INDICATION
RED OVER RED — STOP
YELLOW OVER RED — WITH CAUTION

Speed of all trains and engines shall not exceed 20 MPH through interlocking limits, unless otherwise restricted.

Amoco Tower: Limits extend on 4 tracks to interlocking signals on both sides of Santa Monica Line crossing; on Santa Monica Line and Butte Street Lead, to interlocking signals on both sides of 4 tracks crossing.

Whistle signals:
To Butte Street, — o,
Santa Monica Line to Los Angeles, o o —,
Butte Street to Santa Monica Line, — o,
Butte Street to Long Beach, — — o,
Butte Street to Los Angeles, — o —,
All other moves, —.

RULE 628. Yellow flag by day, yellow light by night signal will be given by signal operator from Amoco Tower signal bridge.

Slauson Tower: Limits extend on 4 tracks to interlocking signals on both sides of AT&SFRy crossing; and on Yorba Linda Branch to interlocking signals.

Whistle signals:
To Yorba Linda Branch, — o,
All other moves, —.

Westward trains from Yorba Linda Branch upon arrival at home signal, if signal does not clear within a reasonable time, a member of crew shall operate push button in box on pole near home signals.

Watts Tower: Limits extend on the 4 tracks to interlocking signals; on West Santa Ana Branch to interlocking signals; on Wilmington 2-track line to interlocking signals; on El Segundo Branch to interlocking signals.

Whistle signals:
To El Segundo Branch, — o, Arrow Right,
To West Santa Ana Branch, — o —, Arrow Left,
All other moves, —.

Flashing yellow in bottom unit of any home signal indicates a call on (follow up) signal, indicates block occupied, train may proceed with caution, expecting to find the block occupied by preceding train.

Dominguez Tower: Limits extend to interlocking signals on both sides of SPRR crossing.

Whistle signals:
To Los Angeles, —,
To East Long Beach Branch, —,
To Wilmington, — o.

Microphones for Eastward whistle signals to indicate route for trains approaching tower are located approximately 3,000 feet in advance of Dominguez and at home signals at Dominguez. Eastward trains shall sound whistle signal for route desired at location designated by whistle sign located 300 feet in advance of microphones, whistle signal shall be repeated at home signal if proper line-up is not received.

Thenard Tower: Limits extend to interlocking signals on each of the following railroad crossings or junctions:

AT&SFRy Crossing
Flint Jct.
Pioneer Jct., Long Beach Branch
SPRR Crossing (East Wilmington) Long Beach Branch
AT&SFRy Crossing, Long Beach Branch
UPRR Crossing, Long Beach Branch
SPRR Crossing (Perry Ave), Long Beach Branch

When stopped by home signal and unable to get signal indication, be governed by Rule 663.

If instructed to proceed and it is necessary to hand throw dual control switch, permission must first be obtained from signal operator and be governed by Rule 772

Whistle signals:
Flint Jct.
To Wilmington, —,
To Long Beach, — o.
Pioneer Jct.
To Wilmington, —,
To Flint Jct., — — o.

Microphones for eastward whistle signals are located approximately 1,500 feet in advance of Flint Jct., and at Flint Jct. Eastward trains approaching Flint Jct. shall sound whistle signal for route desired at location designated by whistle sign approximately 1,800 feet from Flint Jct.

Microphones for Westward whistle signals on Long Beach Branch are located approximately 2,500 feet in advance of Pioneer Jct. and at Pioneer Jct. Westward trains approaching Pioneer Jct. shall sound whistle signal for route desired at sign approximately 2,800 feet from Pioneer Jct.

Cota: Controlled from Dominguez Tower. Limits extend to interlocking signals on each side of UPRR crossing.

When stopped at home signal and unable to get signal indication, be governed by Rule 663.

If instructed to proceed and it is necessary to hand throw dual control switch, permission must first be obtained from signal operator and be governed by Rule 772.

Los Nietos Jct.: Limits extend from Eastward interlocking signal 2,800 feet in advance of Junction to Westward interlocking signals 360 feet in advance of Junction and to Eastward interlocking signal (SP Mile Post 501.2.)

All movements on SP-PE joint track must be made with caution, not exceeding 15 MPH.

When stopped at home signal and unable to get signal indication, be governed by Rule 663.

If instructed to proceed and it is necessary to hand throw dual control switch, permission must first be obtained from signal operator and be governed by Rule 772.

Wise Interlocking: El Segundo Branch limits extend to interlocking signals each side of AT&SFRy crossing. Signals normally set for AT&SFRy.

Pacific Electric crews operate signals in accordance with instructions on chart in tower.

RULE 663-B. When movements are made under the provisions of this rule which involve moving over dual control switches, such switches must be placed in hand position and locked until movement over the switch has been completed. When movement has been completed, switches must be returned to normal position and selector lever restored to motor position and locked.

AUTOMATIC INTERLOCKING

RULE 680.
Clement Jct.
Bell
Clearwater
Santa Fe Springs

Clement Junction—SPRR Crossing: Limits extend to home signals on both tracks each side of SPRR crossing.

Before making through eastward moves into Amoco interlocking, Yardmaster must communicate with Amoco Tower operator and advise him of the proposed through move, before leaving Butte Street Yards, and be governed by his instructions.

If movement is to be made over SPRR crossing and signal indicates stop, and there are no SPRR movements approaching crossing, member of train crew may operate push button located in box near signal. After 2 minutes, signal will display proceed indication. If signal does not display proceed indication after 2 minutes, movement may proceed through interlocking limits as prescribed by Rule 663 (C).

Instructions for push button operation posted in push button box.

Bell—UPRR Crossing: Limits extend to interlocking signals each side of UPRR crossing.

Clearwater—UPRR Crossing: Limits extend to interlocking signals each side of UPRR crossing.

Santa Fe Springs—AT&SFRy Crossing: Limits extend to interlocking signals each side of AT&SFRy crossing.

Switch indicator and derail are located at each side of AT&SFRy tracks. Each derail is equipped with mechanical switchman that can be trailed through. A signal is located at facing point of each derail. Train desiring to cross AT&SFRy tracks shall first observe the switch indicator at the derail; if the switch indicator shows clear, trainman shall remove padlock from the groundstand; in 50 seconds the electric lock on the switch stand will release, and the derail shall be thrown, and the signal on the Pacific Eelectric Ry. will clear. If switch indicator is not clear and no AT&SFRy train is observed approaching, contact AT&SFRy dispatcher immediately by telephone located at each derail, and be governed by his instructions. After receiving instructions from dispatcher to make movement over crossing, trainman shall first remove the padlock at the derail, then proceed to crossing to observe that no train is approaching on the AT&SFRy within the limit of his vision. If no train can be observed approaching, he shall then insert key in circuit controller at the intersection, turn key and hold for 10 seconds, which places AT&SF Ry signals at STOP; in 5 minutes the Pacific Electric derail can be reversed and the Pacific Electric signal will clear for crossing movement. However, if a train on the AT&SFRy is observed to be approaching, the key must not be inserted until the train has passed the crossing or has stopped. After it has been determined that the AT&SFRy train does not intend to make a crossing, the key may be inserted and operation made as described in previous paragraph. (The electric lock is equipped with two treadles, upper and lower. Upper treadle is depressed to remove padlock. The lower treadle is depressed to unlock the hand operating lever on derail. The upper treadle shall not be depressed except for removing padlock.)

GENERAL REGULATIONS

RULE 837. Graham Yard: When switching heavy cuts off tracks 1, 2, 3 and 4, air will be put in at least the first three cars of cut.

Long Beach: Air must be in all cars at all times when crews are handling cars across new railroad bridge at 3rd Street.

MISCELLANEOUS

Butte St. Yard: Lead crossover switches east of Alameda St. must be relined for straight track.

Watts: Anderson Tire Co. will be switched in **daytime** only. Will spot only one car at a time.

Crews will not operate gate but will blow four blasts of whistle and Anderson Tire Co. will open and close gate.

Graham Yard: On tracks 5 to 12 incl., cars must not be shoved closer than 50 feet from rear end of tracks. Sufficient number of hand brakes must be set on rear end to secure cars.

El Segundo: Standard Oil Co. Yard.

Smoking is prohibited except in designated smoking areas.

Kicking cars while switching is prohibited.

When spotting cars at loading racks, crews will make a safety stop at least two-car lengths from the rear of the track prior to spotting last cars.

Crews will operate all derails except the following, which will be operated by Standard Oil Co. employees only:

Derail on No. 6 track, U.T.L. Yard.

Derails on Loading Racks No. 10 and No. 11.

When derailment occurs, cars must not be rerailed without authority from Yardmaster, who in turn must have approval of Plant Superintendent.

When Yardmaster is not on duty, derailment must be reported to the Refinery Superintendent and cars are not to be rerailed without his approval.

Engine limit signs and master sign, calling attention to same, are installed at loading racks.

Before engines are permitted to go beyond the limit signs, it is necessary to obtain "Permit to Pass Engine Limit" from authorized Standard Oil Co. employee. These permits are to be kept on file in Yardmaster's office for reference.

Cars must not be left blocking crossings within the Standard Oil Co's. Yards, while engine is cut off and moved to other points to switch.

When the refinery fire alarms sound, all crossings must be cleared immediately and switching activities confined to such movements and in such locations as not to interfere with movement of fire equipment or other vehicles.

Refinery fire alarms are as follows:

No. 1 Alarm—Coded area signal horns: 1 long and 1 short—No. 1 District area; 1 long and 2 short—No. 2 District area; 1 long and 3 short—No. 3 District area; 1 long and 4 short—West Hill area; 1 long and 5 short—Division B area.

No. 2 Alarm—Short blasts on tri-tone horn.

No. 3 Alarm—Noon whistle sounded as a siren.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP or Br. No.	Location	Impairment
23.72	Fullerton Highway Overpass	Side
25.23	Fullerton Valencia Mesa	Side
16.50	Bellflower San Gabriel	Side
	River Branch (Palo Verde)	Overhead
18 42	Long Beach Orange and Hill Overpass	Overhead
17 37	Torrance PERy Overgrade Crossing	Side

SPECIAL INSTRUCTIONS—SOUTHERN DISTRICT

SPEED RESTRICTIONS FOR TRAINS: Unless otherwise restricted, maximum speed is 30 MPH, except between Bellflower and West Santa Ana where maximum speed is 40 MPH.

Speed must be further reduced as prescribed by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

Trains must not exceed:

MPH

10 across all crossings on Eastward outside track between north end of four-track system and Washington Boulevard.

20 across all crossings on Westward outside track from Washington Boulevard and end of four-track system.

25 across all highway crossings between Amoco Tower and 103rd St., Watts, except as otherwise restricted.

20 across Slauson Ave.

20 across Florence Ave.

10 across 103rd St., WATTS.

20 across Wilmington Ave., ABILA.

20 across El Segundo Blvd., WILLOWBROOK.

20 across all city streets in COMPTON from Rosecrans Ave. to Olive, inclusive, except 10 across Compton Blvd.

25 over Del Amo St. crossing.

20 across Carson St. (DOLORES).

20 across Sepulveda Blvd., WATSON.

10 through interlocking plant at FLINT JCT.

10 during last 100 feet approaching and through ANAHEIM JCT.

10 over all grade crossings from U. S. HIGHWAY NO. 101 to ANAHEIM BLVD., inclusive.

10 across Anaheim St., Gaspur, Ford Ave., Mahar Ave. and Santa Fe Ave.

10 over Circle Bridge.

10 through interlocking plant at PIONEER JCT.

15 across Southerland Ave.

15 over crossings of Santa Fe and Union Pacific (interlocker).

20 across Alameda St., at DOMINGUEZ.

25 over Los Cerritos Bridge.

All trains must stop before crossing Del Amo Blvd.

25 across Spring St.

15 over all highway crossings between NORTH LONG BEACH and EAST LONG BEACH, inclusive, except as otherwise restricted.

30 across Cornuta Ave., Artesia Blvd., Studebaker Road, Orangethorpe Ave., Norwalk Blvd., Bloomfield Ave., Del Amo Blvd., Walker St., Katella Ave., Lampson Ave., Stanford Ave., Paloma Ave., Trask Ave., New Hope St.

25 across Wilmington Ave., Imperial Highway, Paramount Blvd., Compton Blvd., Center St., Woodruff Ave., Lincoln Ave., Verano St., Harbor Blvd., 17th St. and 5th St.

MPH

15 across Long Beach Blvd., Atlantic Ave., Lakewood Blvd., Bellflower Blvd., Pioneer Blvd. and Stanton Blvd.

10 across Nelson St. and Garden Grove Blvd., GARDEN GROVE.

15 over steel portion of San Gabriel River Bridge, PALO VERDE.

20 between DOW and NEWPORT, except as otherwise restricted.

10 between LOS PATOS and HUNTINGTON BEACH.

15 around reverse curve at 36th St., NEWPORT.

15 around curve at 26th St., NEWPORT.

20 across Compton Ave., Central Ave., Avalon Blvd. and Main St.

15 across South Broadway (via EL SEGUNDO and TORRANCE Branches).

15 across Figueroa St. (via EL SEGUNDO Branch).

15 between DELTA and CYPAVE.

15 across all streets between DELTA and Inglewood Ave., inclusive.

10 across intersection of Sepulveda and El Segundo Blvd. (EL SEGUNDO Branch).

20 across 120th St., Laconia and Olympic Blvds. and 132nd St.

15 around curve just south of Rosecrans Ave.

10 around curve at STRAWBERRY PARK.

10 around curves immediately north and south of GARDENA STATION.

15 across 190th St.

15 in both directions between overhead bridge at TORRANCE and TORRANCE STATION and across Carson St.

20 across Sepulveda Blvd. (TORRANCE Branch), Roosevelt Highway 101.

10 across Harbor Blvd.

20 across all highway crossings, Holmes Ave. to LAON JCT.

20 between LAON JCT. and YORBA LINDA, unless otherwise restricted.

15 between LAON JCT. and FULLERTON.

10 across street crossings in FULLERTON between North Harvard Ave. and FULLERTON STATION. Safety stops will be made at North Harvard and East Chapman Aves., FULLERTON.

20 between SOUTH SANTA ANA and COSTA MESA, except as otherwise restricted.

10 on Segerstrom Spur, COSTA MESA Branch.

SPECIAL INSTRUCTIONS—SOUTHERN DISTRICT

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Los Angeles to Wilmington Pier A	Wilmington Pier A to Los Angeles	Slauson to Santa Fe Springs	Santa Fe Springs to Slauson	Santa Fe Springs to Yorba Linda	Yorba Linda to Santa Fe Springs	Laon Junction to Fullerton	Fullerton to Laon Junction	Santa Fe Springs to Whittier
DF-300 to 304	4600 to 4623, 4700 to 4703	4150	2250	3450	3000	1650	1900	700	600	800
DF-305, 306	4624 to 4633	4150	2250	3450	3000	1650	1900	700	600	800
DS-1 to 8	1000 to 1032	3100	1700	2600	2250	1250	1450	550	450	600
DS-9 to 12	1033 to 1090	3750	2000	3100	2250	1500	1650	650	550	700
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	4150	2250	3450	3000	1650	1900	700	600	800
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	4150	2250	3450	3000	1650	1900	700	600	800
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	4150	2250	3450	3000	1650	1900	700	600	800

NOMINAL CLASS	ENGINE NUMBERS	Whittier to Santa Fe Springs	Watts to Santa Ana	Santa Ana to Watts	Stanton to Los Alamitos	Los Alamitos to Stanton	Stanton to Huntington Beach	Huntington Beach to Stanton	Dow to Newport	Newport to Dow
DF-300 to 304	4600 to 4623, 4700 to 4703	3750	3400	3400	2250	2250	2250	2250	2250	2050
DF-305, 306	4624 to 4633	3750	3400	3400	2250	2250	2250	2250	2250	2050
DS-1 to 8	1000 to 1032	2850	2550	2550	1700	1700	1700	1700	1700	1550
DS-9 to 12	1033 to 1090	3350	3000	3000	2000	2000	2000	2000	2000	1800
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	3750	3400	3400	2250	2250	2250	2250	2250	2050
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	3750	3400	3400	2250	2250	2250	2250	2250	2050
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	3750	3400	3400	2250	2250	2250	2250	2250	2050

NOMINAL CLASS	ENGINE NUMBERS	Dominguez to East Long Beach	East Long Beach to Dominguez	East Wilmington to Long Beach	Long Beach to East Wilmington	Watts to Torrance	Torrance to Watts	South Los Angeles to El Segundo	El Segundo to South Los Angeles
DF-300 to 304	4600 to 4623, 4700 to 4703	2250	2050	2800	3000	1350	1250	1350	1350
DF-305, 306	4624 to 4633	2250	2050	2800	3000	1350	1250	1350	1350
DS-1 to 8	1000 to 1032	1700	1550	2100	2250	1050	950	1050	1050
DS-9 to 12	1033 to 1090	2000	1800	2450	2650	1200	1100	1200	1200
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	2250	2050	2800	3000	1350	1250	1350	1350
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2250	2050	2800	3000	1350	1250	1350	1350
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	2250	2050	2800	3000	1350	1250	1350	1350

SPECIAL INSTRUCTIONS—WESTERN DISTRICT

RULE 93. Yard limits in which the provisions of Rule 93 will apply, are established at the following points:

Los Angeles (8th St) to Hooper
Grand Ave
Eleventh Ave.
Sentous to Palms
Talamantes to Home Jct.
Bergamot to Santa Monica
Talamantes to Westwood Siding
Beverly Hills to Hollywood
Culver Jct. to Ocean Park and Inglewood

RULE 98. Cars must not be kicked or shoved over railroad crossings not protected by interlocking, unless movement is properly protected.

RULE 103-A. Trains must stop and traffic on highway be protected by member of the train crew over the following street crossing:

San Fernando Road, San Fernando

RULE 104. The normal position of rigid switches at junction points is as follows:

Culver Jct.	For Santa Monica
Talamantes	As last used
Alla	As last used
West Los Angeles	For Hollywood

RULE 605. INTERLOCKING

Speed of all trains and engines shall not exceed 20 MPH through interlocking limits.

Amoco: Limits extend on 4 tracks to interlocking signals on both sides of Santa Monica Line crossing; on Santa Monica Line and Butte St. Lead, to interlocking signals on both sides of 4 tracks crossing.

Whistle signals:

To Butte St., — o,
Santa Monica Line to Los Angeles, o o —,
Butte St. to Santa Monica Line, — o,
Butte St. to Long Beach, — — o,
Butte St. to Los Angeles, o —,
All other moves, —.

RULE 628. Yellow flag by day, yellow light by night signal will be given by signal operator from Amoco Tower signal bridge.

MISCELLANEOUS

West Hollywood: Between West Hollywood and Hollywood, hours of operation are restricted to the period between 8:00 PM and 6:00 AM, and trains shall not consist of more than ten (10) cars.

SPEED RESTRICTIONS FOR TRAINS: Unless otherwise restricted, maximum speed is 30 MPH, except as otherwise restricted. Speed must be further reduced as prescribed by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

Trains must not exceed:

MPH	
10	between Nevin and Vermont Aves.
20	across all highway crossings between Vermont Ave. and Cloverfield Blvd.
5	approaching and across Robertson and Venice Blvds.
20	between Overland Ave. and SANTA MONICA (14th St.).
15	between CULVER JCT. and Overland Ave., just west of PALMS.
15	between OCEAN PARK and INGLEWOOD.
20	between TALAMANTES and SOLDIERS HOME, except as otherwise restricted.
15	across all highway crossings between TALAMANTES and SOLDIERS HOME, except as otherwise restricted.
10	across Sepulveda Blvd., Pico Blvd., Olympic Blvd. and Ohio Ave. (SOLDIERS HOME SPUR).
10	across Westwood Blvd., and all street intersections between Wilshire Blvd. and Canon Drive, inclusive.
20	around curve at Selby Ave.
20	across Overland Ave. and road crossing between Fox Film Studio and Moreno Drive.
5	across Crescent Drive and Rexford Drive.
15	across Beverly Blvd., Doheny Drive and Robertson Blvd.
10	between Wesbourne Drive and Seward St.
6	across Washington Blvd., CULVER CITY (ALLA Branch).
15	across Madison Ave., Motor Ave., Overland Ave. and Elenda St. (ALLA Branch).
20	across Sepulveda, Inglewood and Centinela Blvds. (ALLA Branch).
25	on SAN FERNANDO Branch, except as otherwise restricted.
15	across street intersections and upon streets in San Fernando.

SPECIAL INSTRUCTIONS—WESTERN DISTRICT

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	Los Angeles to Sentous	Sentous to Los Angeles	Sentous to Santa Monica	Santa Monica to Sentous	Talamantes to West Los Angeles	West Los Angeles to Talamantes	West Los Angeles to West Hollywood
DF-300 to 304	4600 to 4623, 4700 to 4703	4150	1900	1750	1300	1100	4000	1300
DF-305, 306	4624 to 4633	4150	1900	1750	1300	1100	4000	1300
DS-1 to 8	1000 to 1032	3100	1450	1300	975	800	2650	975
DS-9 to 12	1033 to 1090	3750	1650	1550	1150	950	3150	1150
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	4150	1900	1750	1300	1100	4000	1300
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	4150	1900	1750	1300	1100	4000	1300
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	4150	1900	1750	1300	1100	4000	1300

NOMINAL CLASS	ENGINE NUMBERS	West Hollywood to West Los Angeles	West Hollywood to Hollywood	Hollywood to West Hollywood	Culver Junction to Alla	Alla to Culver Junction	Ocean Park to Inglewood	Inglewood to Ocean Park
DF-300 to 304	4600 to 4623, 4700 to 4703	1450	1000	4000	3250	1500	1100	4000
DF-305, 306	4624 to 4633	1450	1000	4000	3250	1500	1100	4000
DS-1 to 8	1000 to 1032	1075	750	2650	2450	1150	800	2650
DS-9 to 12	1033 to 1090	1250	850	3150	2900	1350	950	3150
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	1450	1000	4000	3250	1500	1100	4000
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1450	1000	4000	3250	1500	1100	4000
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	1450	1000	4000	3250	1500	1100	4000

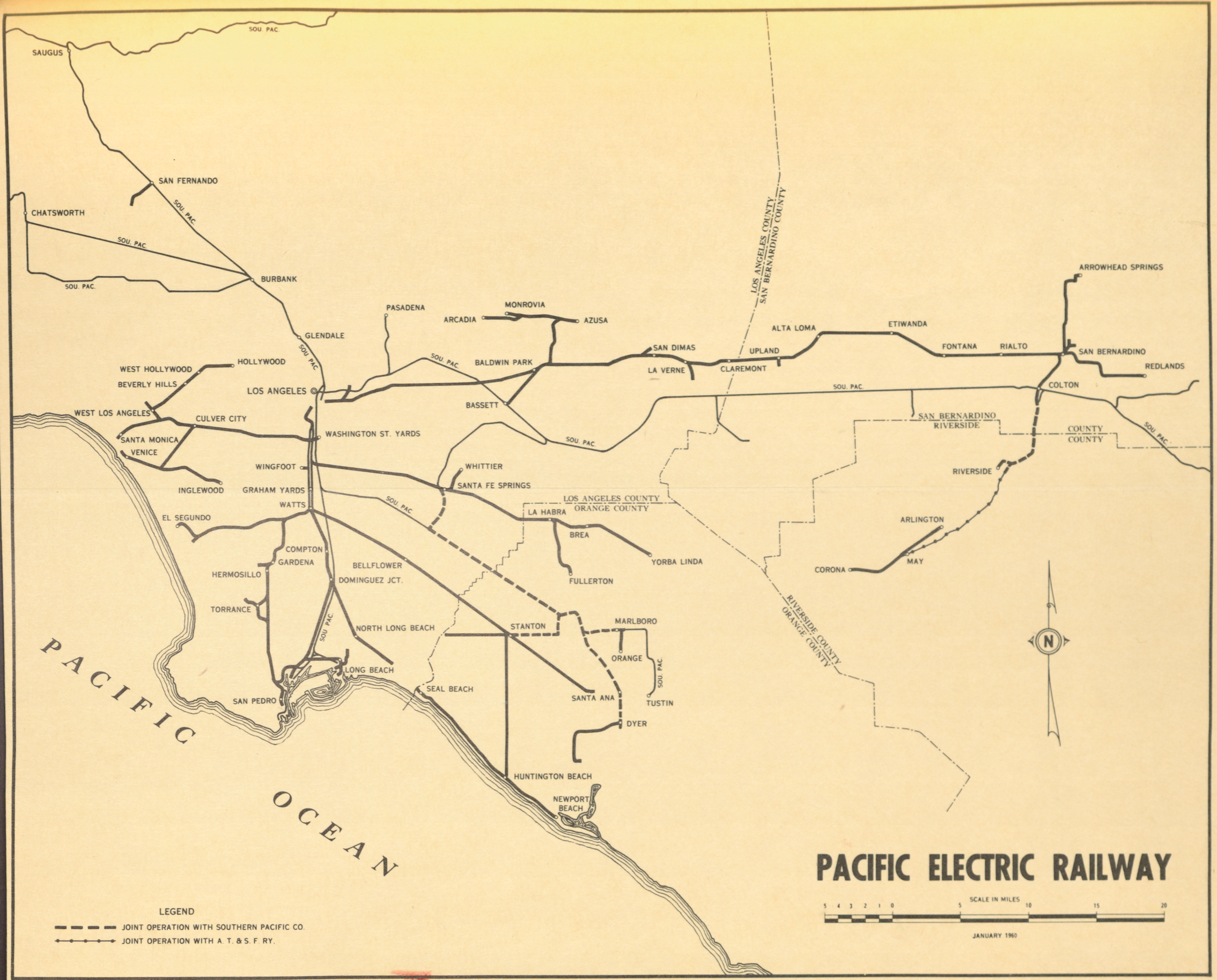
West Los Angeles to West Hollywood
1300
1300
975
1150
1300
1300
1300

Inglewood to Ocean Park
4000
4000
2650
3150
4000
4000
4000

RATINGS OF ENGINES—in Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	[illegible]	[illegible]	[illegible]	[illegible]
DF-200 to 204	4600 to 4623, 4700 to 4703	4150	1900	1750	1800
DF-205, 206	4624 to 4633	4150	1900	1740	1800
DS-1 to 8	1000 to 1022	2800	1400	1300	978
DS-9 to 12	1023 to 1060	2750	1400	1250	1150
DS-100 to 109, 111, 115, 119	1300 to 1441, 1484 to 1493, 1504 to 1508, 1552 to 1557	4150	1900	1750	1800
DS-110, 114, 118	1442 to 1483, 1499 to 1513, [illegible]	4150	1900	1750	1800
DS-113, 117, 120 to 122	1484 to 1491, 1510 to 1558, 1572 to 1594	4150	1900	1700	1800

NOMINAL CLASS	ENGINE NUMBERS	[illegible]	[illegible]	[illegible]	[illegible]
DF-200 to 204	4600 to 4623, 4700 to 4703	1450	1000	2000	2200
DF-205, 206	4624 to 4633	1450	1000	2000	2150
DS-1 to 8	1000 to 1022	1025	710	2500	1450
DS-9 to 12	1023 to 1060	1250	890	3100	2000
DS-100 to 109, 111, 118, 120	1300 to 1441, 1434 to 1463, 1514 to 1525, 1551 to 1557	1450	1000	4000	2200
DS-110, 114, 118	1442 to 1483, 1529 to 1537, 1550 to 1551	1450	1000	4000	2200
DS-113, 117, 120 to 122	1484 to 1491, 1520 to 1538, 1565 to 1576	1450	1000	4000	2200


SAUGUS
SOU. PAC.
SAN FERNANDO
CHATSWORTH
SOU. PAC.
SOU. PAC.
SOU. PAC.
BURBANK
LOS ANGELES COUNTY
SAN BERNARDINO COUNTY
ARROWHEAD SPRINGS
PASADENA
MONROVIA
ARCADIA
AZUSA
GLENDALE
ALTA LOMA
ETIWANDA
SOU. PAC.
SAN DIMAS
UPLAND
FONTANA
RIALTO
SAN BERNARDINO
HOLLYWOOD
WEST HOLLYWOOD
SOU. PAC.
BALDWIN PARK
LA VERNE
CLAREMONT
REDLANDS
BEVERLY HILLS
LOS ANGELES
SOU. PAC.
COLTON
BASSETT
SAN BERNARDINO
RIVERSIDE
COUNTY
COUNTY
WEST LOS ANGELES
CULVER CITY
SOU. PAC.
SOU. PAC.
SANTA MONICA
WASHINGTON ST. YARDS
VENICE
WHITTIER
WINGFOOT
RIVERSIDE
SANTA FE SPRINGS
INGLEWOOD
GRAHAM YARDS
LOS ANGELES COUNTY
ORANGE COUNTY
WATTS
SOU. PAC.
LA HABRA
EL SEGUNDO
ARLINGTON
BREA
COMPTON
YORBA LINDA
GARDENA
MAY
BELLFLOWER
CORONA
HERMOSILLO
DOMINGUEZ JCT.
FULLERTON
TORRANCE
MARLBORO
STANTON
NORTH LONG BEACH
SOU. PAC.
N
RIVERSIDE COUNTY
ORANGE COUNTY
ORANGE
PACIFIC
LONG BEACH
SOU. PAC.
SEAL BEACH
SAN PEDRO
SANTA ANA
TUSTIN
DYER
HUNTINGTON BEACH
NEWPORT BEACH
OCEAN
SCALE IN MILES
5 4 3 2 1 0 5 10 15 20

PACIFIC ELECTRIC RAILWAY

JANUARY 1960

LEGEND

- - - - JOINT OPERATION WITH SOUTHERN PACIFIC CO.

•—•—•—• JOINT OPERATION WITH A. T. & S. F. RY.